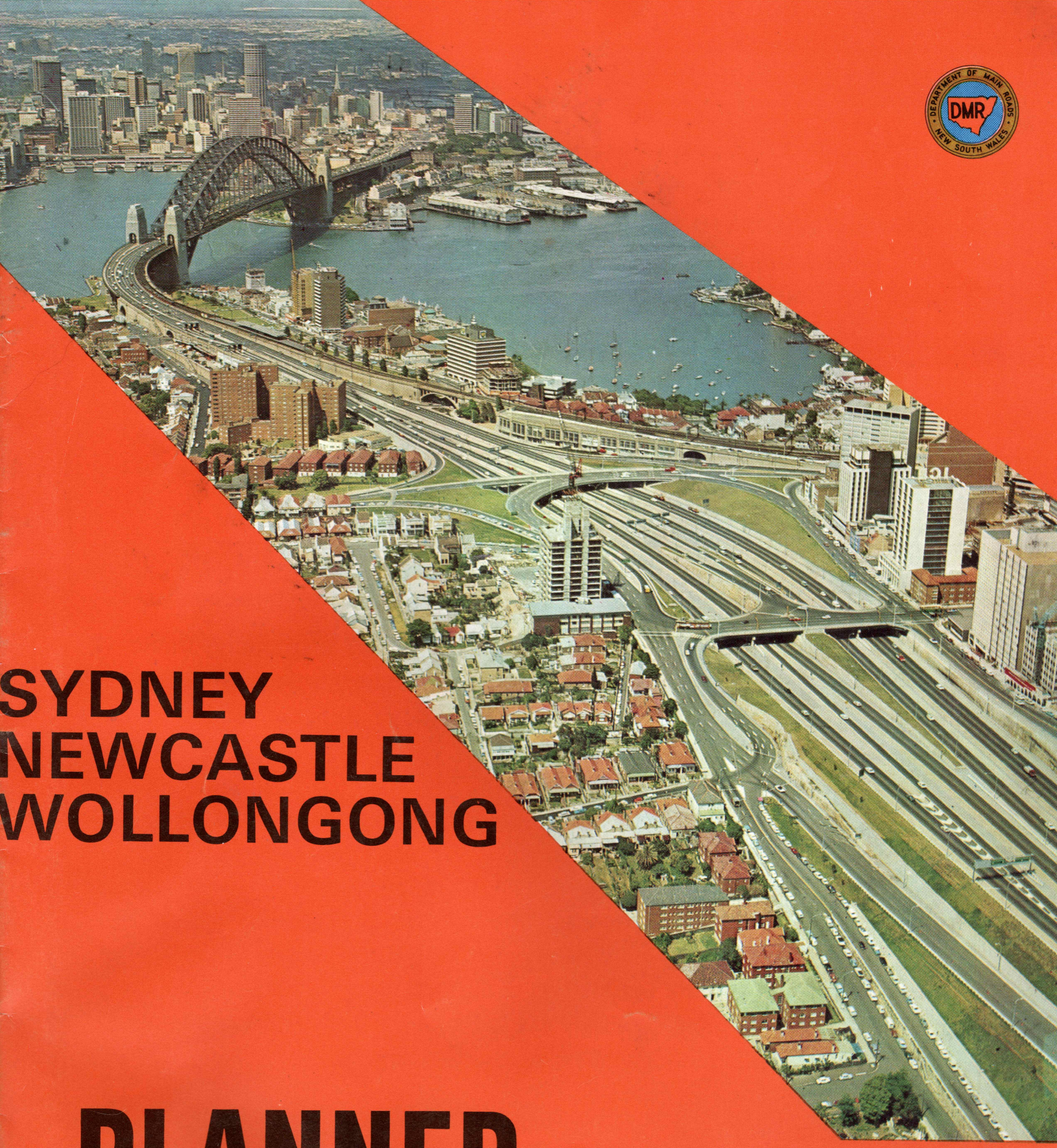


SYDNEY
NEWCASTLE
WOLLONGONG

PLANNED EXPRESSWAYS

PLANNED EXPRESSWAYS

The movement of people and goods rapidly, inexpensively and safely in urban areas is one of the pressing problems facing cities throughout the world.

Expressways allow safe movement of large volumes of motor vehicles at speed.

Planned expressways benefit the community by distributing traffic more efficiently, providing access to centres of activity, reducing traffic accidents, stimulating business and industry and contributing to land development.

In the Sydney area, the existing system of surface streets and roads is inadequate to handle the ever increasing traffic volumes.

The programme of the Department of Main Roads provides for the construction of about 180 miles of expressways in the County of Cumberland. Beyond the boundaries of the County of Cumberland expressways will extend southerly to Kiama, south westerly to Mittagong, westerly to the Blue Mountains and northerly to Newcastle.

Front Cover: Aerial view of the Warringah Expressway.

Right: Southern end of the Warringah Expressway.

Warringah Expressway

The planned route of the Warringah Expressway is from the northern end of Sydney Harbour Bridge, via Cammeray, Naremburn and Castlecrag to Seaforth with a bridge over Middle Harbour. At Seaforth, the Expressway will form into two branches, one route proceeding northerly towards Frenchs Forest and Narrabeen, and the other easterly to Manly Vale.

A connection from the Expressway at Naremburn will link with the Pacific Highway near Gore Hill. This will provide a direct expressway link between the Warringah area and the Lane Cove area.

The Warringah Expressway is designed to provide a fast, uninterrupted through route for traffic between Sydney Harbour Bridge and the Warringah and North Shore areas and to link up with the planned expressway system south of Sydney Harbour.

Cahill Expressway
Eastern Distributor and
Eastern Expressway

The Cahill Expressway extends from the Bradfield Highway on the southern approach to Sydney Harbour Bridge, to Sir John Young Crescent, Woolloomooloo. En route, the Expressway passes under the Botanic Gardens and through the Domain.

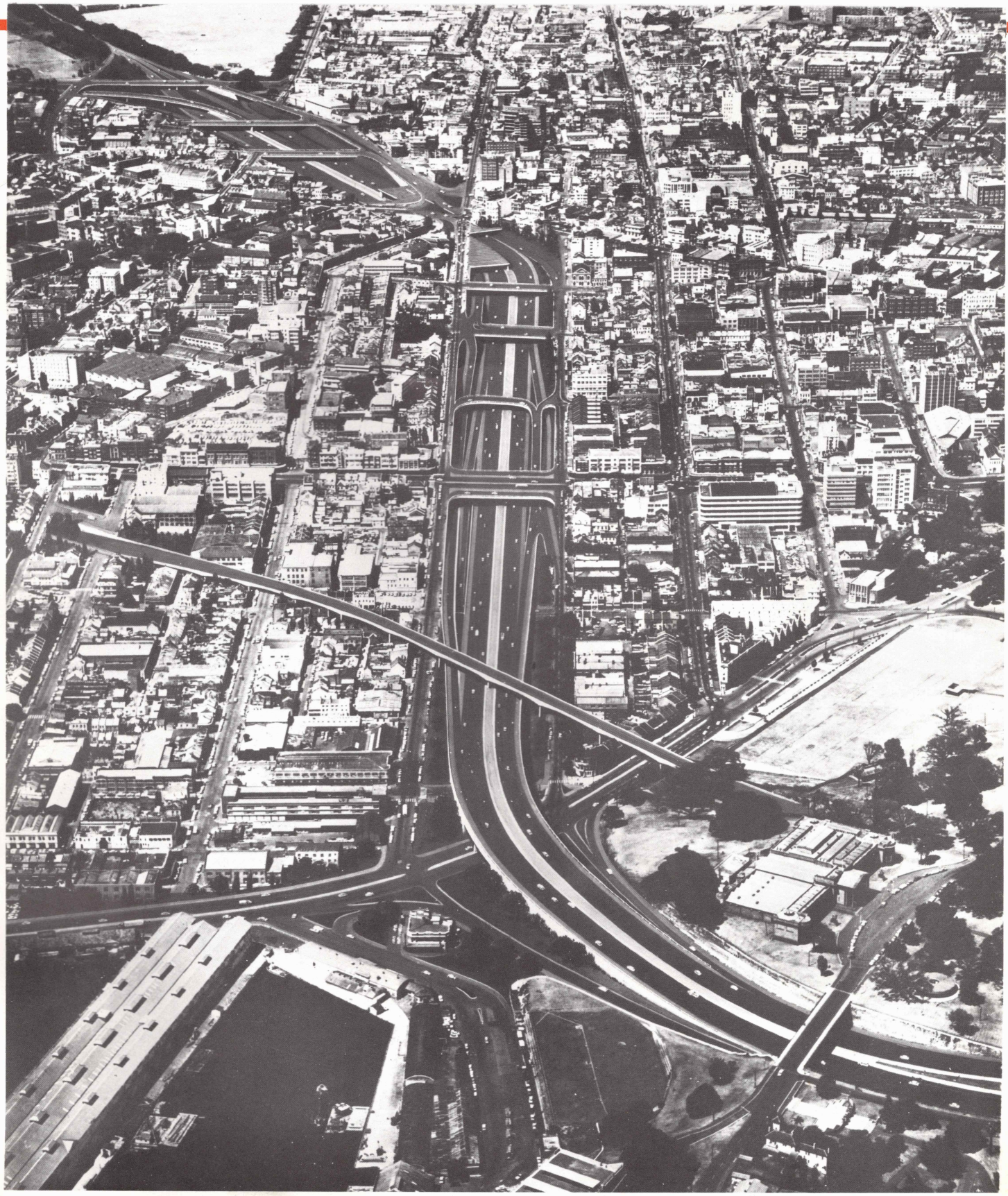
The Cahill Expressway enables traffic between the Northern and Eastern Suburbs to by-pass the city area. It also feeds traffic from the Northern Suburbs into the eastern part of the city without passing it through the central city area.

The proposed Eastern Distributor will connect with the Cahill Expressway at Woolloomooloo and extend as far as Moore Park, where it will link with the Eastern Expressway.

The Eastern Expressway then will continue in an easterly direction to Bondi Junction.

The road system formed by the Cahill Expressway, Eastern Distributor and Eastern Expressway is intended to provide an unobstructed route to the Eastern Suburbs as an alternative to the existing congested routes passing through Kings Cross and Taylor Square.

Right: Artist's impression of the Eastern Distributor looking from Woolloomooloo towards Moore Park.

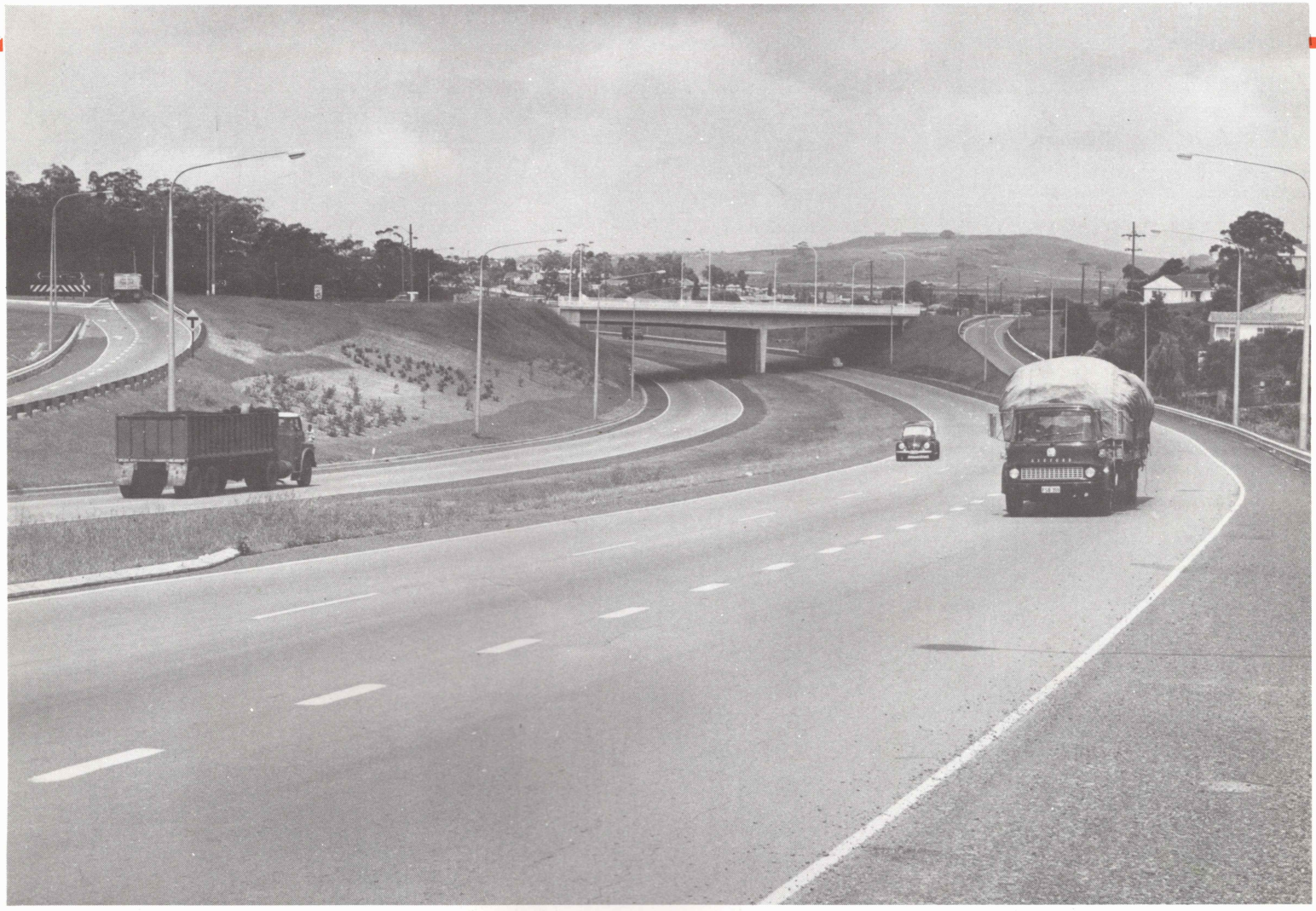


North Western and Lane Cove Valley Expresswa

The proposed North Western Expressway will extend from the Western Distributor at Druitt Street, Sydney to Huntleys Point where it will become the Lane Cove Valley Expressway. The Lane Cove Valley Expressway will become the Sydney-Newcastle Expressway at Wahroonga.

The North Western and Lane Cove Valley Expressways will provide a convenient route for through traffic from the city to the north western sector of the Sydney Metropolitan area.

Artist's impression of the North Western Expressway approaching the City.

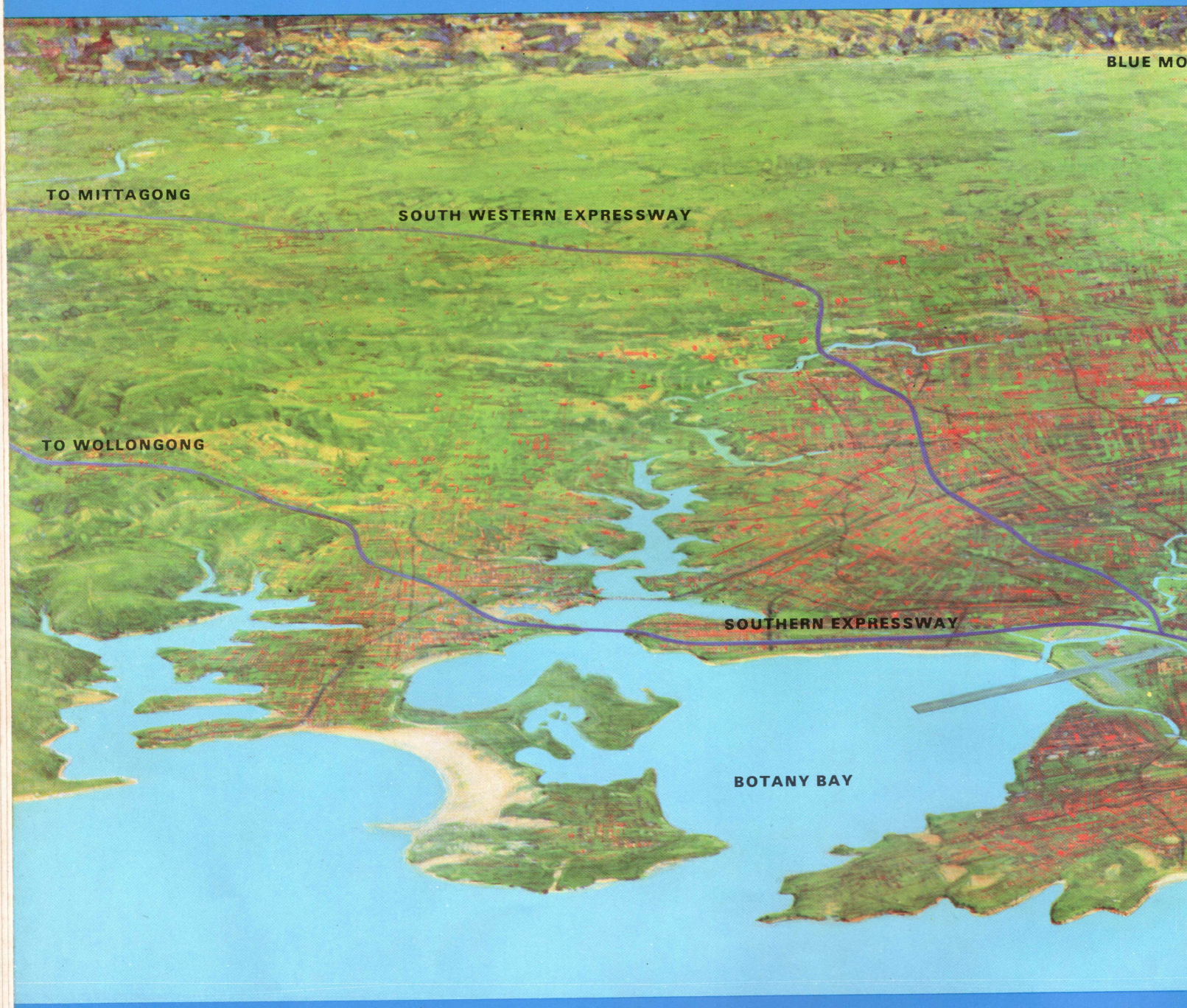


The Southern Expressway at South Wollongong, showing the bridge which carries the Prince's Highway over the Expressway.

Southern Expressway

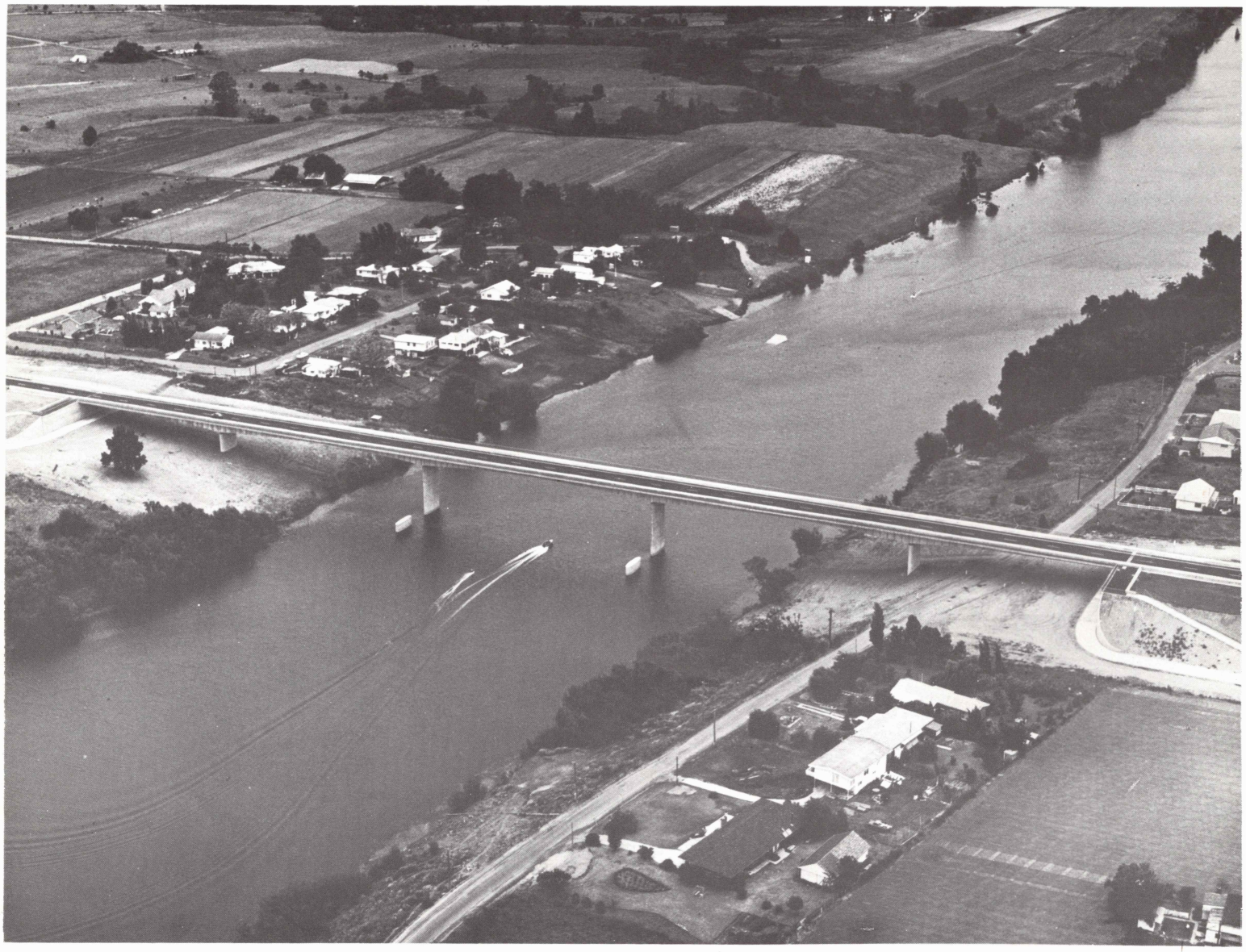
The Southern Expressway will proceed in a southerly direction from Sydney to Wollongong and beyond to Kiama, generally paralleling the Prince's Highway.

The Southern Expressway will provide a fast through route between the major centres of Sydney, Wollongong and the South Coast. At Wollongong, the Expressway passes to the west of the central business district thereby keeping through traffic clear of the city. The Wollongong Expressway will form a spur from the Southern Expressway at North Wollongong and extend northerly to Thirroul.



With over 70% of the State's population concentrated in the seaboard cities of Sydney, Newcastle and Wollongong, the provision of expressways along the coastal strip is a very necessary and vital task. This work is made more urgent by a rapidly rising level of vehicle ownership, which now stands at one vehicle for every 2.3 members of the State's population.

Planning of expressways is therefore planning for people. It means that both persons and their property can move quickly, cheaply and safely through increasingly crowded areas.
These pages display an artist's impression of the expressway system planned for Sydney and Surrounding Districts.



Western Distributor and Western Expressway

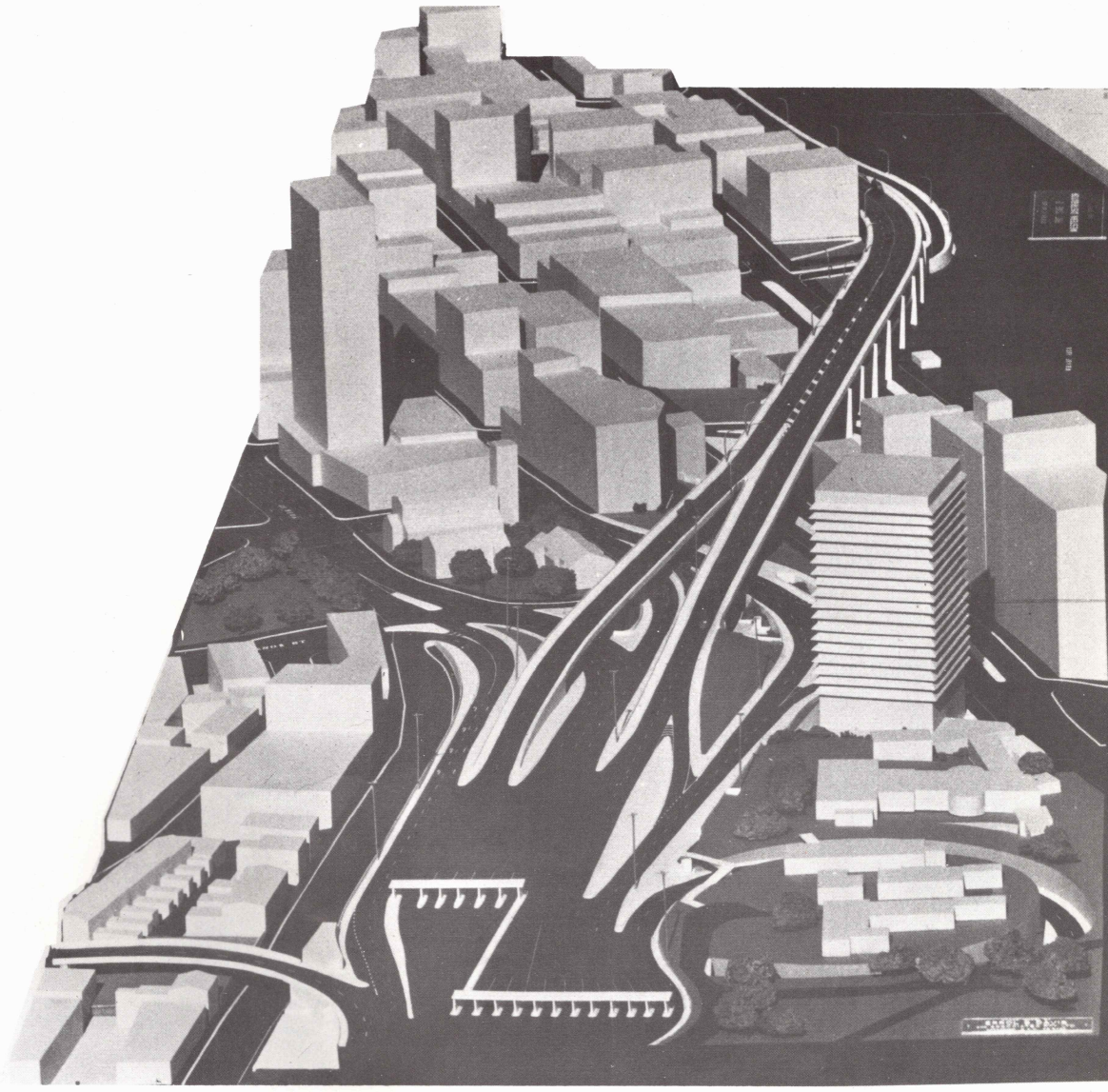
The Western Distributor will extend from the Sydney Harbour Bridge to Ultimo and connect, by interchange, with the Southern and Western Expressways.

The Distributor is planned to allow movement of through traffic between the Northern and Southern Suburbs by providing a quick route along the western side of the city, clear of the commercial centre.

The planned route of the Western Expressway extends westerly from the Ultimo Interchange to the lower Blue Mountains, and generally parallels the Great Western Highway.

This Expressway will reduce travelling times between Sydney and the Western Suburbs.

Left: Opened in October, 1971, this bridge carries the Western Expressway over the Nepean River at Regentville.



Right: Model of the first section of the Western Distributor looking south.

Castlereagh Expressway

It is proposed that this Expressway will commence at North Ryde where it will extend from the Lane Cove Valley Expressway, in a westerly direction, to Castlereagh. En route, the Expressway will pass through Epping, Beecroft, Baulkham Hills and Quakers Hill.

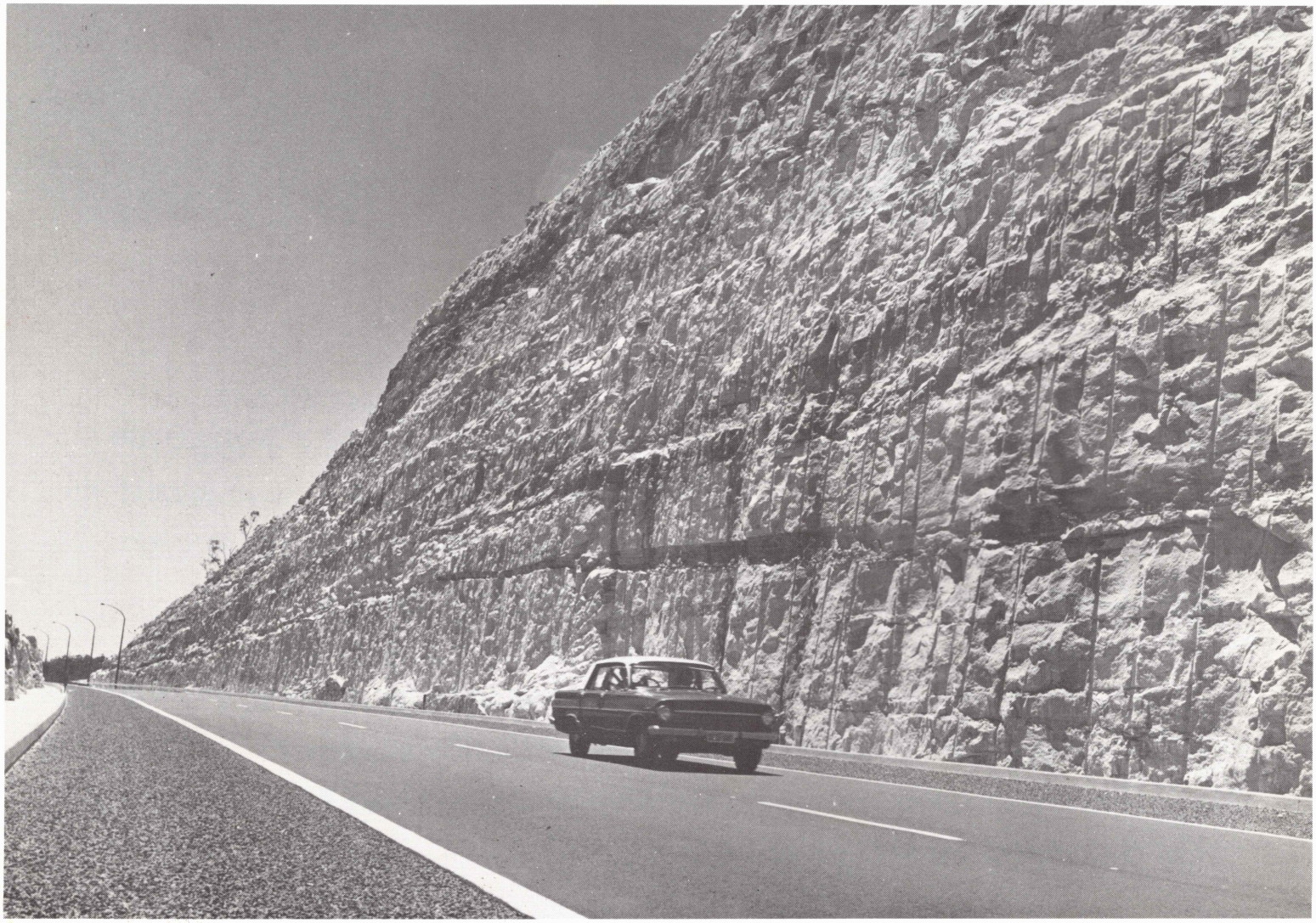
The Castlereagh Expressway is planned to serve future "metropolitan growth areas" to the north west and west of Ryde, and carry traffic to and from Macquarie University. The Expressway will be a flood free by-pass to the Richmond-Windsor area.

Sydney-Newcastle Expressway

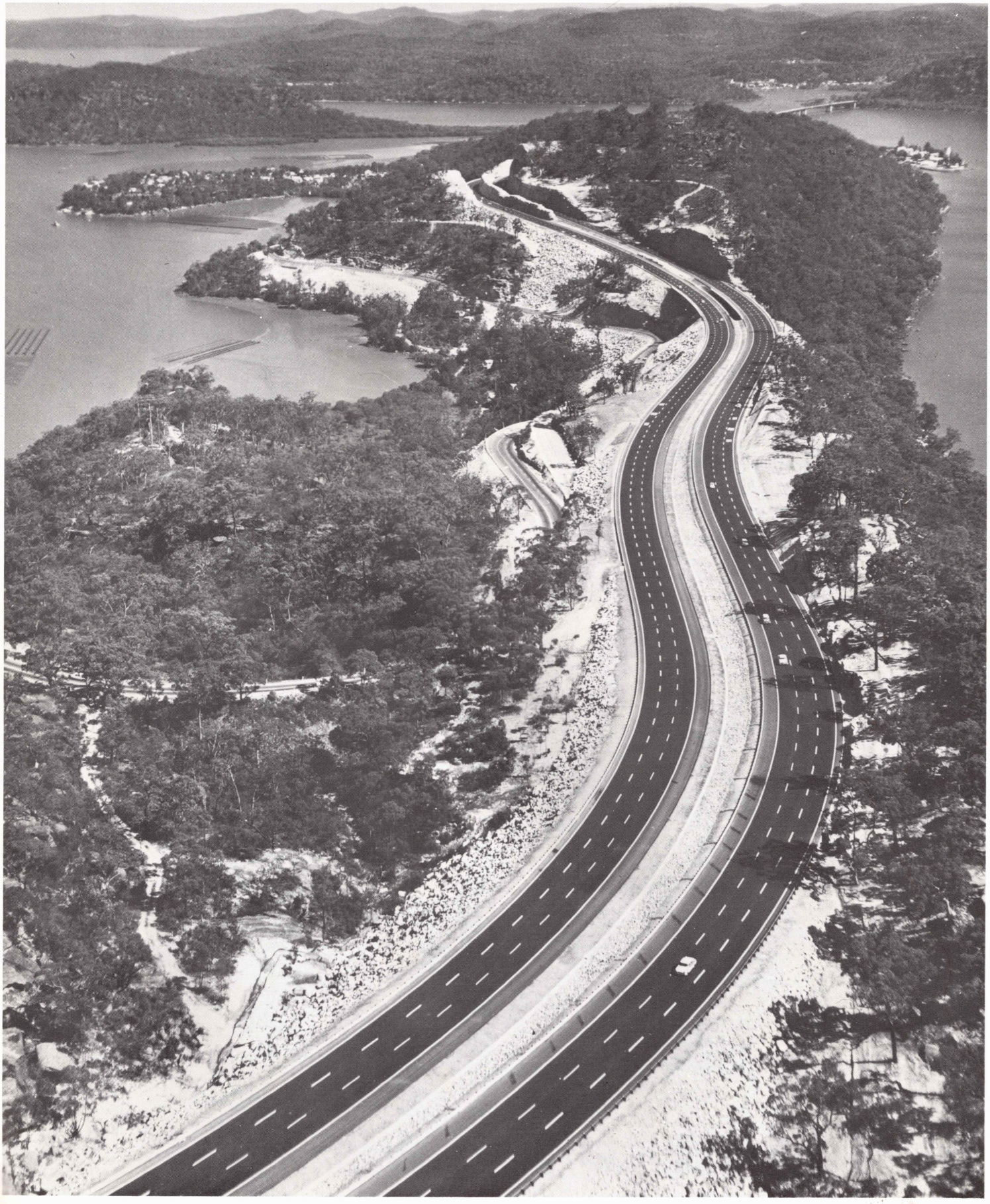
The Expressway will be an extension of the Lane Cove Valley Expressway. It will begin at Wahroonga and connect at Berowra with the section of this Expressway, completed and in use, between Berowra and Mt. White. From Mt. White the Sydney-Newcastle Expressway will cross the gorge of Mooney Mooney Creek and follow a line towards Somersby. From Somersby, the route will descend a spur to Ourimbah and then generally traverse the coastal plain to join the planned Newcastle Expressway and arterial road system at Adamstown Heights.

The Expressway is designed to link Sydney and Newcastle by a fast, comfortable road.

One of many extensive sandstone cuttings on the Sydney-Newcastle Expressway.



Aerial view of the Sydney-Newcastle Expressway looking south towards the Hawkesbury River Bridge.



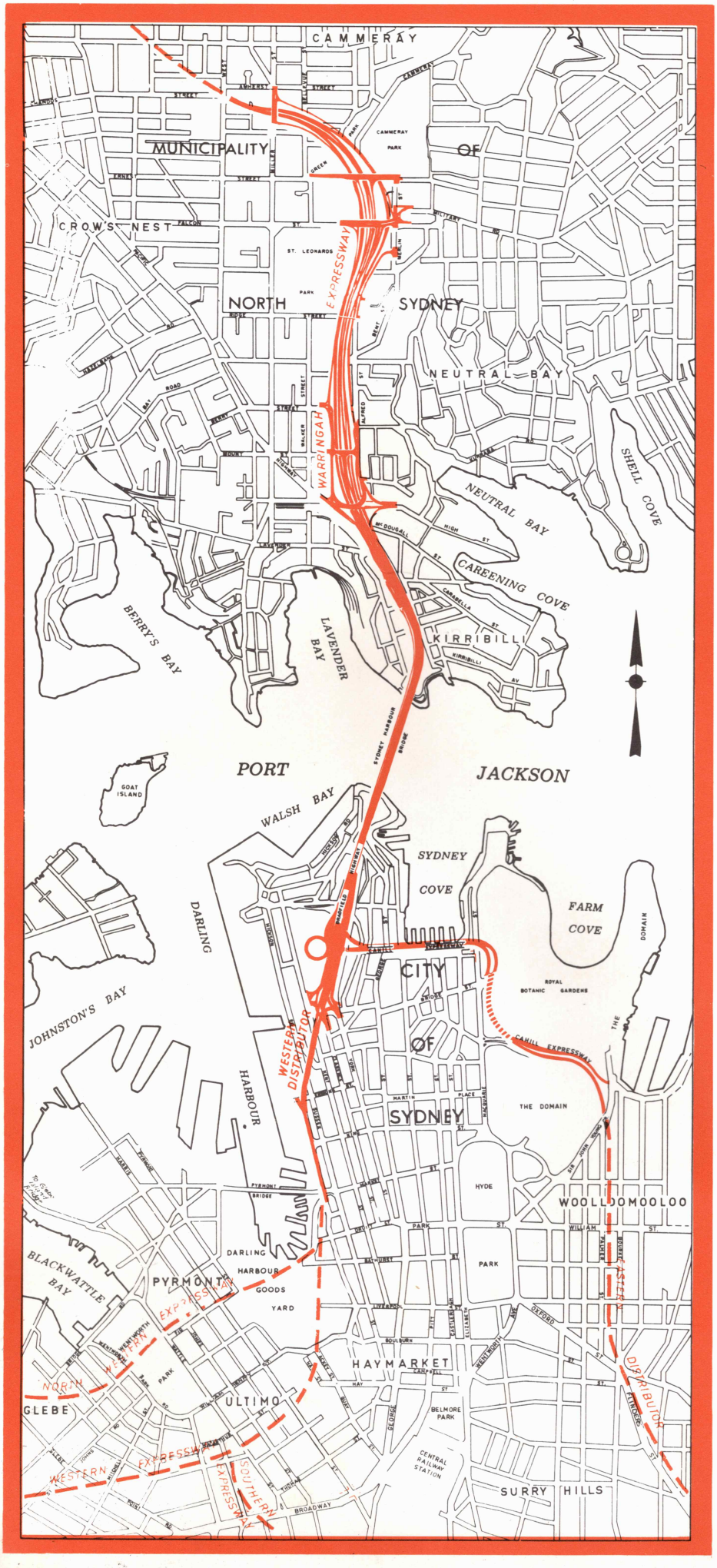
South Western Expressway

The South Western Expressway is planned to commence near Tempe as an offshoot of the Southern Expressway and will extend in a south westerly direction to Mittagong. Liverpool, Cross Roads and Campbelltown are close to the path of the Expressway.

If required the Expressway may be extended to Canberra and Melbourne.

The South Western Expressway will serve the satellite city of Campbelltown and proposed satellite towns of Camden and Appin being developed to the south west of Sydney.

Model of South Western Expressway looking south from Cross Roads towards Campbelltown.



SYDNEY CITY EXPRESSWAYS

LEGEND

EXISTING EXPRESSWAY CONDITIONS

PLANNED EXPRESSWAY SCHEME

SCALE

0 0·25 0·5 0·75 1·0 MILES

0 0·5 1·0 1·5 KILOMETRES

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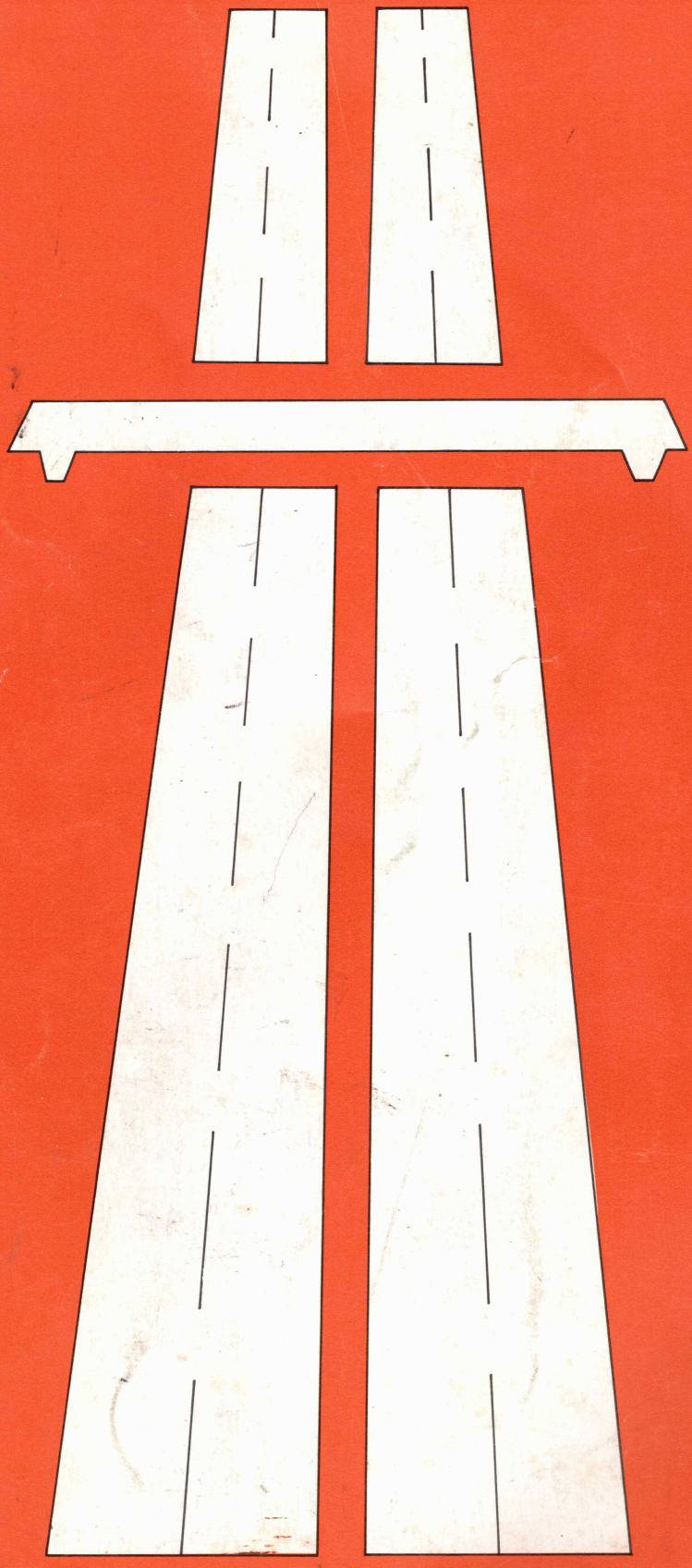

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NEW SOUTH WALES